

2026 Transit Asset  
Management  
Plan  
PRESENTATION  
TO GCTD BOARD  
OF DIRECTORS

July 1, 2026



# Federal Requirements



## Overview

- Assets used for Public Transit must be covered by a TAM Plan
- TAM Plan must be updated at least every 4 years
- Must develop asset performance measures and targets

As a **Tier 2 provider** GCTD TAM Plan must include 4 elements of the Final TAM Rule

1. Capital Asset Inventory
2. Provide asset condition assessment information
3. Describe the decision support tools used to prioritize capital investment needs
4. Identify project-based prioritization of investments

\*\*\*Tier 2. A provider that owns, operates, and manages 100 or fewer vehicles in Revenue service.



# Transit Asset Management Approach



**Purpose** Provide safe, reliable and sustainable transportation options to our community



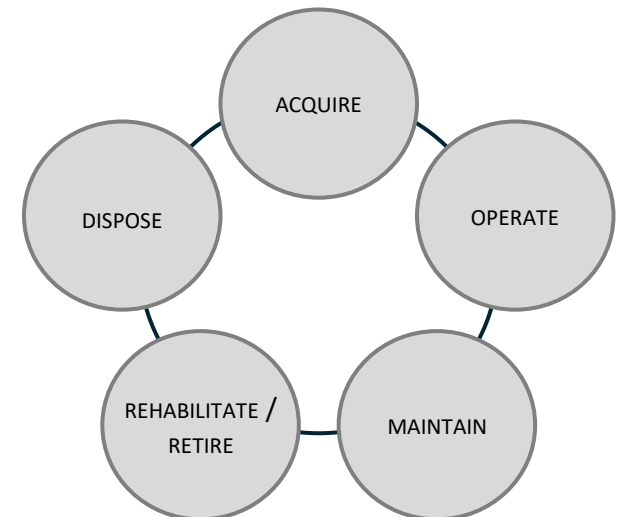
**Improves coordination** between all departments across all phases of an asset's lifecycle



**Aims to Optimize** costs, risks, and performance of the transit system asset



**Enhances Communication** with the Public and it's Board of Director's



## GCTD's Key asset management practices

- No deferred Maintenance
- Maintenance software AVAIL program
- Fleet Maintenance Plan
- Annual Condition Assessment
- Capital Improvement Plan
- Capital Budget (10-year plan)

PRIORITY 1	DESCRIPTION
Safety	Requests that concern safety or security critical assets or initiatives. This applies to the safety of both riders and employees.
Compliance	Requests that are necessary to fulfill regulatory compliance requirements.
Maintenance	Requests for maintenance of existing assets. This encompasses the bulk of state-of-good repair requests.
Replacement	Requests to replace in-kind assets that are approaching or have exceeded their ULB.
Business Case	Requests that can show a quantifiable benefit from their implementation. These requests are generally not necessary from a maintenance standpoint but could save money in an identifiable and specific way.
Enhancement	Enhancement of existing assets or addition of new assets that are not required for maintenance purposes, i.e. expansion projects.

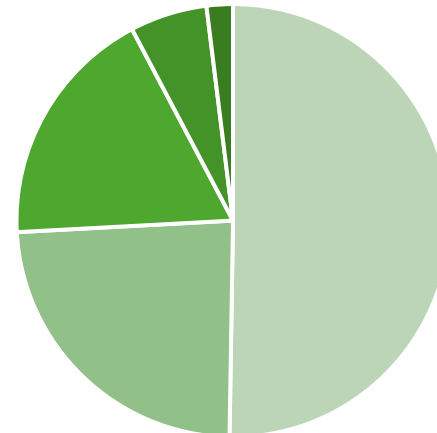
# Transit Asset Management Plan update



## Since 2022 GCTD has replaced

- 18 40ft Gillig Buses for our Fixed route operations
- 12 Vans for the Demand Response Service
- 5 Non-Revenue Vehicles for Operations

## Asset Composition



- |                                |                               |
|--------------------------------|-------------------------------|
| ■ 61 Fixed Route Buses         | ■ 29 Demand Response Vehicles |
| ■ 22 Relief & Service Vehicles | ■ 7 Contingency Buses         |
| ■ 2 Facilities                 |                               |

# SGR Performance Measures



## State of Good Repair (SGR) Performance Measures

- Rolling Stock: percent of revenue vehicles that have met or exceeded Useful Life Benchmark (ULB)
- Equipment: percent of vehicles that have met or exceeded Useful Life Benchmark (ULB)
- Facilities: percent of facility with a condition rating below 3.0

### GCTD meets or exceeds FTA's ULB

#### Fixed route Buses

- 12-year ULB

#### Demand Response Vehicles

- 6-year ULB

#### Non-Revenue Vehicles

- 10-year ULB for Cars
- 14-year ULB for Trucks

#### Facilities

FTA TERM guidelines

- 1 – poor
- 2 – marginal
- 3 – adequate
- 4 – good
- 5 - excellent

### Performance Targets

ASSET CATEGORY Performance Measure	Asset Class	2026 Target	2027 Target	2028 Target	2029 Target
<b>REVENUE VEHICLES</b>					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	BU - Bus	21%	21%	15%	8%
	CU - Cutaway Bus	57%	28%	0%	0%
	VN – Van	23%	23%	23%	0%
	MVN – Minivan	0%	0%	0%	0%
<b>EQUIPMENT</b>					
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	35%	35%	25%	15%
	Trucks and other Rubber Tire Vehicles	67%	33%	33%	33%
<b>FACILITIES</b>					
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	0%	0%	0%	0%

## Operating and Capital Investment Planning

- Table below shows GCTD's prioritized of investments in all asset categories Totaling over \$37.9 million

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	1 – Van (2007/Chevy/Uplander)	Equipment	\$50,000.00	High
2026	6 – Van (2014/2015/MV-1)	Revenue Vehicle	\$1,630,000	High
2027	8 – Bus (2008/2009/NABI)	Revenue Vehicle	\$7,200,000	High
2027	4 – CU (2017/Ford/E450)	Revenue Vehicle	\$1,140,000	High
2027	1 – Truck (2000/Ford/F-150)	Equipment	\$60,000	High
2027	1 – Van (2010/El Dorado)	Equipment)	\$60,000	High
2028	9 – Bus (2009/NABI,2015/Gillig)	Revenue Vehicle	\$8,523,000	High
2028	4 – CU (2017/Ford/E450)	Revenue Vehicle	1,200,000	High
2028	1 – Truck (2003/GMC/3500)	Equipment	\$90,000	High
2028	2 – Car (2012/Honda/Civic)	Equipment	\$110,000	High
2029	4 – Bus (2015/Gillig)	Revenue Vehicle	\$7,200,000	High
2029	4 – Van (2019/2021/Ford/Transit)	Revenue Vehicle	\$880,000	High
2029	1 – Van (2013/El Dorado)	Equipment	\$65,000	High
2030	5 – Bus (2016/Gillig)	Revenue Vehicle	9,450,000	High
2030	1 – Van (2023/BraunAbility)	Revenue Vehicle	\$105,000	High
2030	1 – Truck (2015/Toyota/Tundra)	Equipment	\$75,000	High
2030	2 – Car (2015/Honda/Civic)	Equipment	\$115,000	High

# Recommendation

GCTD recommends that the Board of Directors consider approval of the update to the Transit Asset Management Plan. This will satisfy the update required by the FTA due October 2026.



# Questions?

